

## THE BLOOMFIELD CITIZEN.

SATURDAY, JUNE 29, 1889.

## The Bloomfield National Bank.

The opening of a bank of deposit in Bloomfield marks an epoch in the history of the town. It is at once an indication of growth and prosperity, and a harbinger of future advancement. Few people are aware of the extent of the progress in wealth, population and genuine improvement which the last twenty years have brought. Within that time the best part of Watsessing, Glen Ridge and Fairview with much of the village of Bloomfield has been created. Almost all the public schools have been built, churches have been renovated and fitted up with Sunday-school rooms, new churches and chapels have been added, the fire department has been formed, water and gas have been introduced into the streets, pavements and sidewalks have been laid, and the public park has been made attractive.

Within the same time the N. Y. & L. R. Railroad has been built, while by doubling its track and enlarging its facilities the D. L. & W. R. R. has largely increased its traffic.

Within the same time Bloomfield has become a free road with a line of horse-cars to Newark, and the Orange and Bloomfield horse-car line has been built. Last but not least important in securing these improvements has been the influence of THE BLOOMFIELD CITIZENS, starting six years ago last May. Through its persistent effort a great change has been wrought in the spirit of the people. Instead of carpenter criticism, there is now public spirit, with a corresponding vigorous growth of each new enterprise.

Upon the first day of July the Bloomfield National Bank will open its doors to the public. Like most things started in this town it is the best of its kind. It is a matter of pride to its stockholders and directors that they have succeeded in establishing a National Bank. It will thus stand on a par with the best bank in the country, will have the advantage of the constant supervision of the government officers, will offer to depositors the security of double the amount of its capital stock and will issue its own circulating notes. The Merchants' Bank will be its corresponding bank in New York, through which collections will be made without charge in New England, New York, Pennsylvania and Maryland. Its New Jersey collections will be made through the Newark National Banking Co. A draft drawn upon the Merchants' Bank will be good anywhere in the United States. At the same time deposits can be made at home at the close of business each day, money can be drawn and checks cashed. An excellent burglar proof safe will secure deposits and every effort will be made to prevent loss.

The directorship of the bank is large. It embraces business men of the town and of the city, men of the highest character and influence. Its officers are men of experience and integrity.

The Bloomfield National Bank opens its doors for business with the best prospects of success. Though small in itself, by connection with the great banking system of the United States it is able to offer the same facilities in the way of deposits, loans and collections as the largest institution in the country. It not only is a convenience to the people, but it becomes at once through its loan department means for the future development and growth of the town.

We have sketched hastily the changes of the past twenty years. Who can measure the future growth of even this small place? Who can tell how rich and powerful this small institution shall have become when another score of years has passed away?

The stockholders have done well by the town and should receive the hearty support of the people. The bank should have the deposits in whole or in part of every man or woman who can transfer them on the first day of July. There should be no hesitation or delay. A good start is half the race. The character of the bank will be settled for some time by the business of the first few months. Let its support be quick, hearty and generous. Do not wait until your return from the country before changing your deposits from the city banks. Change them now. Your name upon the bank's books will be a help. No matter how small the amount of your deposits, it will give encouragement, for it will carry your good will with it. Men doing business in the town, or people having private accounts will do well to keep them in the home bank. By helping their own institutions, men help their town and finally themselves also.

Charles Murray, coal dealer, has laid in 200 tons each of Judson, Egg, Stove and Nail, for which he is receiving orders at \$1.00 per ton, and will hold those prices open until Aug. 1st. Deliveries can be made when convenient, up to September. As the price of coal is advancing, now is the time to place your order.

## Township Committee.

The acceptance or rejection of the plan of a new bridge which the N. Y. & G. L. R. Company proposed to erect at the Belleville avenue crossing was the order of business at the special meeting of the Town Committee on Monday night.

A drawing of the plan had been submitted at the previous regular meeting and laid over for further consideration. The company propose to replace the present objectionable wooden structure with an iron bridge, the old one having been condemned as a nuisance for the maintenance of which together with other failures in the matter of bridges, the company has been indicted by the Grand Jury.

The plan is for a structure built after the manner of the Broad street bridge. The new bridge would doubtless give a clearance of 9 feet 6 inches from the road bed to the under side of the structure. The company's map shows a clearance of 10 feet 6 inches. To make this they intend scooping out a foot of the road bed under the bridge. Master-Mechanic Humphrey, of the railway company, stated at the meeting on the night of June 17th, that the new bridge had already been ordered. He intimated that the company was under the impression that the structure shown in the drawing would be acceptable and that the present or a previous committee had so signified.

The Chairman, Mr. Ward, in opening the discussion on Monday night, said that he had inquired of the members of the previous committee to learn whether any such consent had been given. Mr. Oakes, the former chairman, positively declared that it had not. Mr. Walter Freeman, a member of the former committee, was present and corroborated Mr. Oakes. Mr. Brown said that he had talked with Mr. Oakes, Mr. Edmund Davy and other property owners about the new bridge and that they were decidedly opposed to it. Mr. Cook said that he had talked with Mr. James C. Beach about it and that he was very emphatic in his condemnation of it and also expressed strong disapproval of the present Broad street structure. He considered it altogether wrong to allow a railway company to obstruct the highways with bridges that necessitated the erection of pillars in the street or on the sidewalk. Mr. Oakes, it was said, thought the erection of pillars on the sidewalk might be tolerated if the company would build a bridge that would give 11 feet clearance over the present road bed of Belleville avenue.

Mr. Humphrey was asked if the company would comply with this condition. He said he did not know. He pointed out an objection to it which was that it would necessitate four feet more clearance on the Spruce street crossing. Mr. Benson suggested that Spruce street be bridged over. Mr. Humphrey replied that the bridge would be a low one and in course of time the company would become involved in the same difficulty as now experienced at Belleville avenue.

Mr. Ward and Mr. Humphrey entered into a computation of the amount of filling necessary at Spruce street to give the required clearance at Belleville avenue. They differed widely in results, Mr. Ward's estimate requiring two inches and Mr. Humphrey's four feet. Mr. Freeman stated that a survey of the railroad made by Mr. Rein showed that the company would commence the raising of their track at a point near Walnut street and gain the required elevation at the avenue without any serious inconvenience. A vote was taken on the acceptance or rejection of the plan presented and it was unanimously rejected. Mr. Humphrey expressed himself as greatly relieved by the rejection as he was at present overburdened with work and was glad to escape being taxed with any more for awhile. This was interpreted as meaning: Gentlemen, if you would accept this plan you will wait a long while before you get a chance to reject another.

The clerk was instructed to notify the company's counsel and R. Wayne Parker, the company's counsel, of the committee's action, and also to inform them that a structure which would give eleven feet clearance with pillars would be accepted.

Mr. Ward, on Tuesday, the sixteenth day of July next, at two o'clock P. M., all the tractors or pairs of hand and premis sittin g, and being in the township of Bloomfield, Essex county, New Jersey.

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